

# **Vehicle Parking in Brookline**

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## **Brookline's Overnight Parking Ban**

The town of Brookline, Massachusetts, has forbidden overnight parking of vehicles on its streets and regulated daytime parking since 1896. When its first restrictions were enacted nearly all vehicles were horse-drawn, and most land in Brookline was undeveloped. However, in Brookline Village there were houses and tenements sited on plots of land too small to store vehicles. It is likely that Brookline's parking regulations caused problems for some residents from the beginning. The potential for problems increased from the late 1890s through the late 1920s as streets were laid out and many apartment buildings were constructed, often providing little or no parking, and as automobile ownership grew. Brookline first enacted zoning regulations in 1922, but its zoning did not require that residential buildings provide parking until 1941. Parking requirements under zoning were strengthened in 1949 for use conversions and commercial buildings and in 1961 for residential conversions that increase the number of dwelling units.

Enforcement of the overnight parking ban has varied from time to time and from neighborhood to neighborhood. Anecdotes suggest that enforcement was relaxed during World War II and for a few years afterward. By the early 1950s, when enforcement had apparently been stiffened, automobiles were common and tended to be seen as necessities rather than luxuries. Many of Brookline's buildings and streets were not designed for heavy use of motor vehicles. Some controversies over parking and traffic regulation that began in the 1950s continue to the present day.

## **Brookline's Parking Laws**

A Special Town Meeting of January 30, 1896, appointed a Special Committee to Revise Town By-Laws, which submitted its proposals to a June 25, 1896, Special Town Meeting under Article 2. The revised bylaws were adopted as submitted and became effective on October 14, 1896. After rulings by the Superior Court for Norfolk County, a Special Town Meeting of December 16, 1896, made certain amendments. One of the new bylaws, not affected by the amendments, was Section 64 under Article XIII, Public Ways, reading as follows:

"No person shall occupy any part of any public street as storage room for carriages or other vehicles."

Records of the Town do not provide any legislative context for the bylaw except that no amendment was proposed when it was voted. This bylaw was interpreted by the Brookline Police Department to mean that vehicles are not to be left on the street overnight or for more than a reasonable time during the day. However, the bylaw does not specify limits on parking duration or hours of the day that would constitute use of a "public street as storage room for...vehicles."

The March 31, 1903, Annual Town Meeting again undertook a general bylaw reorganization under Article 23. The changes voted at this time left the previous Section 64 text unchanged but renumbered it as Section 8 of Bylaw Article XVIII, rather than as a section numbered with respect to the entire set of bylaws. This was the last bylaw reorganization until 1998. All the foregoing actions took place in open town meetings, before Brookline began the representative town meeting form of government that it has used since 1916. Brookline's general parking restrictions were thus enacted by the voting population at large.

A Special Town Meeting held December 19, 1922, made several bylaw changes under Article 9. One of these changed the text of Bylaw Article XVIII, Section 8, to read as follows:

"No person shall repair, wash or clean carriages or motor-driven vehicles or cause them to be repaired, washed or cleaned in or on any public way of the town, nor shall any person occupy any part of any public way as storage room for a vehicle of any kind; except in an emergency, temporary repairs may be made."

Except for changing "street" to "way" and for changing "carriages or other vehicles" to "a vehicle of any kind," this left the previous parking restrictions unchanged. Again, there is no legislative context except that no amendment to the revised bylaw was offered when it was voted.

A Special Town Meeting held November 17, 1998, revised the organization of the Brookline Bylaws, retaining the previous restrictions as Section 7.5.15 except for changing "way" back to "street," as in the 1896 original, the text of this section now reading:

"No person shall repair, wash or clean carriages or motor-driven vehicles or cause them to be repaired, washed or cleaned in or on any public street of the town, nor shall any person occupy any part of any public street as storage room for a vehicle of any kind; except in an emergency, temporary repairs may be made."

There has been no significant change to bylaw provisions generally restricting on-street parking since they were enacted in 1896.

### **Development of Brookline's Vehicle Regulation and Parking Lots**

In Massachusetts towns, under Chapter 40, Section 22, of the General Laws, town meetings may enact bylaws and selectmen may adopt "rules and orders" concerning traffic and parking. In the 1920s the Brookline Board of Selectmen organized a Traffic Committee consisting of the chairs of their board and the Planning Board, plus the Police Chief, Fire Chief, Superintendent of Streets and Town Engineer. This committee recommended regulations and policy to the Board of Selectmen. In adopting regulations, the Selectmen usually followed the recommendations of the Traffic Committee. Interpreting Article XVIII, Section 8, of the Town Bylaws, by the 1930s at the latest the following provisions from Traffic Rules and Orders issued by the Board of Selectmen (numbered as in the 1955 edition) restricted daytime and overnight parking:

Article V, Section 1(m). "Except as otherwise provided, no driver shall park any vehicle between the hours of 6:00 am of one day and 1:00 am of the following day, Sundays and holidays excepted, for a period longer than two hours on any street or highway."

Article V, Section 11. "It shall be unlawful for the driver of any vehicle, other than one acting in an emergency, to park said vehicle on any street for a period of time longer than one hour between the hours of 2:00 am and 6:00 am of any day."

Under these regulations, on-street parking is limited to a maximum of two hours during the day and evening on weekdays and Saturdays and to a maximum of one hour late at night.

After the end of World War II, merchants began to organize over shortages of parking in Brookline's commercial districts. Acquisition of land for municipal parking lots was first proposed on Foster Street and on Babcock Street, under Articles 19 and 20 at the March 5, 1946, Annual Town Meeting, but no action was taken. Another Babcock Street proposal was made under Article 29 at the March 9, 1948, Annual Town Meeting, but it was defeated. However, under Article 47 this Town Meeting approved discontinuance of the Beacon Street Reservation to create parking, and under Article 18 it appropriated funds for Brookline's first parking meters, some to be installed along Beacon Street. When the extension of Beacon Street through Brookline was laid out under Chapter 18 of the Acts of 1887, a twenty foot wide strip was reserved in the middle between the Audubon Circle and Cleveland Circle intersections for use as a bridle path. As Bea-

con Street is laid out today, the "reservation," now called the "median," provides about 370 parking spaces within Brookline. It provides some parking for Coolidge Corner and a large share of the public parking for Washington Square and the business area near Audubon Circle.

The first major proposals to provide offstreet parking were made under Articles 33-37 at the March 27, 1951, Annual Town Meeting; they were referred to the Planning Board for study. The next Annual Town Meeting of March 25, 1952, appropriated \$5,000 under Article 25 to hire a consultant for a parking study. Unsuccessful proposals to build parking lots in Coolidge Corner and in Brookline Village followed, under Articles 1-5 at a January 12, 1954, Special Town Meeting and Articles 3 and 4 at a June 22, 1954, Special Town Meeting. Finally, the March 29, 1955, Annual Town Meeting appropriated \$263,000 under Articles 14-16 to take and demolish six houses on the east side of Centre Street near Coolidge Corner and construct Brookline's first municipal parking lot, with about 140 spaces. Thus began not only a commitment to providing offstreet municipal parking in Brookline but also a pattern of demolition and urbanization for Centre Street, one of the key episodes leading to major zoning changes in 1973. When it opened, spaces in the Centre Street lot were made available only for daytime parking; overnight parking was not allowed in any municipal lot until nearly 30 years later.

At the March 26, 1957, Annual Town Meeting proposals to build parking lots in Brookline Village, under Articles 28, 29, 32 and 33, were again defeated. The March 18, 1959, Annual Town Meeting appropriated \$192,000 under Articles 36 and 37 to purchase land on the east side of Webster Street, near Coolidge Corner, for a second municipal parking facility with about 70 spaces. The land had been owned by the Baptist Church of Brookline, located at the corner of Beacon and Park Streets, whose membership was in decline. This church later merged with two nearby churches to form United Parish, and the Baptist Church structure was replaced by a tall building of apartments and commercial space. As with Centre Street, the Webster Street lot was made available only for daytime parking.

Between the late 1950s and late 1960s, several formerly ~~appointed~~<sup>elected</sup> boards were changed to appointed boards, some departments were combined, and certain powers of the Selectmen were delegated to separate boards. One of these changes created a Traffic Commission, with the same members as the Traffic Committee plus one citizen appointed annually by the Selectmen. It was initiated by legislative petition under Article 38 at the March 29, 1960, Annual Town Meeting. The Legislature enacted it as Chapter 631 of the Acts of 1960. It became effective in November, 1960. Under this law, the chair of the Selectmen was designated as Traffic Commissioner and chair of the commission, and the Traffic Commission was delegated the powers of the Selectmen to adopt traffic and parking regulations, although not any responsibilities involving rapid transit. Regulations were required to be published in a local newspaper. The Commission was required to hold public hearings on petition from 25 or more registered voters. No administrative appeal was provided from its decisions. The new Traffic Commission adopted its initial Brookline Traffic Rules and Regulations on February 15, 1961, effective June 13, 1961. They reproduced the previous general parking restrictions of the Selectmen's Traffic Rules and Orders.

During the early 1960s, merchant groups resumed their drive for more parking in commercial districts. A proposal from the Coolidge Corner Merchants Association called for a parking garage in Coolidge Corner at the Centre Street site. A review by the Planning Board in 1961 estimated a deficiency of 330 daytime spaces in Coolidge Corner and said that the concept of a parking garage was "sound" but advocated finding a site in the vicinity of John and Green Streets rather than building at the Centre Street location. The March 29, 1960, Annual Town meeting approved zoning changes needed for a parking lot on Fuller Street under Article 21, but it did not authorize action under Articles 22-26. Under Articles 7 and 8, a January 24, 1961, Special Town Meeting appropriated \$92,000 to build the Fuller Street lot, just west of Harvard Street, providing about 50 daytime spaces. Under Articles 14 and 15, an October 10, 1962, Special Town Meeting appropriated \$73,000 to build a lot in Brookline Village on Kent Street and Webster Place, with about 40

daytime spaces. Article 27 at this Town Meeting called for funds to build a "multi-deck parking facility" on the Centre Street site. Petitioners proposed a three-story (two-deck) structure with 422 spaces, providing both daytime and overnight parking, with full-time attendants. They claimed that parking fees would pay for the costs of operation and liquidate a bond issue for construction within 20 years. The Planning Board questioned these assertions; the article was referred to the Board of Selectmen, where it was forgotten.

Merchant groups continued to demand more parking. In response, the Annual Town Meeting of March 26, 1963, appropriated \$20,000 for the Traffic Commission to hire a consultant and conduct another study of municipal parking. An October 1, 1963, Special Town Meeting appropriated \$90,800 under Articles 5 and 6 to extend John Street, near Coolidge Corner, from Green Street to Babcock Street, but took no action on Articles 11-24 to build parking lots in this and other areas. The Annual Town Meeting of April 7, 1964, appropriated a total of \$481,924 under Articles 35 and 37-52 to build four parking lots near Coolidge Corner, at the intersection of Babcock and John Streets, on the north side of the John Street Extension, on the west side of Webster Street and on the west side of Centre Street, and also to expand the existing lot on the east side of Centre Street, adding a total of about 160 spaces, all made available only for daytime parking. Also in 1964 Brookline opened its new Town Hall on Washington Street and demolished the previous one next door. Adjacent Town-owned land at the corner of Holden and Pierce Streets was made available for parking. As presently laid out, this lot provides 45 metered spaces.

The Traffic Commission found itself struggling to cope with its workload. In addition to the expansion of municipal parking, it was frequently asked for measures to control increases in traffic and street parking. Many neighborhoods were agitated over commuter traffic and daytime parking by students and employees. At a November 14, 1967, Special Town Meeting, a legislative petition was approved under Article 8 to create a new Department of Traffic and Parking, headed by a full-time Traffic Director who was given the powers to adopt traffic and parking regulations formerly held by the Traffic Commission. The Legislature enacted this as Chapter 658 of the Acts of 1968, and it became effective in November, 1968. The Selectmen hired Michael L. Burke as Traffic Director (soon known as "traffic czar").

The new law provided for local administrative appeals to a Traffic Appeals Board of three regular and three associate members appointed by the Selectmen, required to hold public hearings on petition from 50 or more registered voters and able by unanimous vote of the three members sitting on a hearing to overturn a regulation issued by the Traffic Director but not able to initiate any new regulation. Finally, the new law also created a Traffic Advisory Board with the same membership as the former Traffic Committee and Traffic Commission, except that the new Commissioner of Public Works took the former places of the Superintendent of Streets and Town Engineer. The Board of Selectmen was authorized to remove a member of the Traffic Appeals Board at any time and to designate the chair of each board annually.

Controversies over traffic and parking continued to grow. For example, campaigns were mounted by neighborhood groups to designate one-way streets and discourage daytime parking by employees of Boston businesses and institutions. Brookline Village and Washington Square merchants were demanding offstreet parking similar to what had been provided in Coolidge Corner. Under Article 5, the April 10, 1969, Annual Town Meeting appropriated \$25,000 to build a small parking lot on School Street in Brookline Village, providing 15 spaces. The Annual Town Meeting of April 27, 1971, considered under Article 42 a uniform 25 mph speed limit but referred it to the Board of Selectmen. Under Article 49 this Town Meeting passed a resolution opposing new urban highways, directed primarily against the notorious "Inner Belt." In the late 1960s and early 1970s, parking was restricted to one side on several streets, banned entirely on others, and banned in the morning on many streets near the Town's borders with Boston. Patterns of one-way streets were created in some neighborhoods. Despite these accommodations, there was open dissatisfaction with what many claimed was autocratic and unresponsive administration.

At the request of the Board of Selectmen, a Special Town Meeting held October 7, 1971, authorized under Article 6 an Advisory Committee on Traffic and Parking of seven Town residents appointed annually by the Board of Selectmen. The main legacy from this committee was yet another reorganization. At an October 15, 1973, Special Town Meeting held in the former Devotion School Auditorium, a legislative petition was approved under Article 12 to create a new Transportation Department. This was enacted by the Legislature as Chapter 317 of the Acts of 1974 and became effective in September, 1974. It replaced the previous Traffic and Parking Department and related boards with a new Transportation Department and Board.

The Transportation Board consists of six U.S. citizens serving for three-year overlapping terms, appointed by the Board of Selectmen. The members may not hold any "public office in the Town" other than Town Meeting Member. As a result of amendments at the October, 1973, Special Town Meeting, the Transportation Board elects its own chair, and the Selectmen are unable to remove a board member. The Department, now a division of the Department of Public Works, is headed by a Transportation Director appointed by the Selectmen. However, the Board, rather than the Director, has the powers to adopt traffic and parking regulations. An action of the Transportation Board requires a public notice, a public meeting and approval of four or more members. A public hearing, which would provide for comments from the public, is not required. Except in an emergency, an action of the Transportation Board becomes effective 30 days after its publication in a locally distributed newspaper.

The Board of Selectmen hears appeals from Transportation Board actions, when petitioned by 20 or more registered voters "within 21 days of an action" by the Transportation Board. As in the procedure for the previous Traffic Appeals Board, the Selectmen can overturn an action of the Transportation Board but are not able to initiate new actions. As with previous boards, the Transportation Board has no responsibility for rapid transit, although it is responsible for taxicabs, limousines, private buses and bicycles. Stanley T. Siegel was hired by the Board of Selectmen as the first Transportation Director. The position was later held for many years by John G. (Jack) Harris, Jr. Peter M. Ditto, also Director of Engineering, currently serves as Transportation Director.

As described, over a span of 14 years the responsibilities for adopting vehicle regulations in Brookline shifted:

- from the Board of Selectmen (since the Town was founded),
- to a commission mostly consisting of Town employees (for eight years),
- to a single, designated Town employee heading a department (for six years),
- to a citizen board appointed by the Board of Selectmen (since 1974).

The last of these arrangements has now endured more than 25 years. The relationship between Brookline's vehicle control bylaws and the vehicle control regulations issued by its various agencies has never been straightforwardly defined. Each act creating an agency has assigned to that agency the powers of regulation otherwise held by the Board of Selectmen under Chapter 40, Section 22, of the General Laws and has authorized the agency to adopt regulations "not inconsistent with general law." Chapter 40, Section 22, of the General Laws authorizes both vehicle control bylaws enacted by a town and rules and orders adopted by its selectmen. Powers of the Town to enact vehicle control bylaws were never assigned to any agency. Presumably the vehicle control regulations issued by the Board of Selectmen or by an agency exercising equivalent powers must agree with relevant bylaws. However, such a principle is nowhere explicitly stated. In any event, Brookline's bylaws generally restricting on-street parking have remained essentially unchanged for more than 100 years, throughout the changes in regulating agencies.

As it happened, by the middle of the 1970s traffic and parking controversies that had flared since the early 1950s were waning. One-way street patterns and daytime street parking restrictions changed relatively little from 1975 to 2000, as compared with the changes from 1950 to

1975. The municipal parking lots of 1970, as they are laid out today, contain about 475 spaces. Since that time just 45 more spaces have been added (in the Kent and Station Street lot in Brookline Village, available only as 24-hour reserved spaces). Aside from the Beacon Street median and the Fuller Street lot, no municipal parking has been provided in commercial districts other than Coolidge Corner and Brookline Village. The municipal lots built from 1955 to 1970 required an average appropriation of about \$2,425 per space for studies, land acquisition and construction. Providing new parking facilities would cost much more today. Although by now there have been several proposals, so far the Town has been unwilling to finance a municipal parking garage on its Centre Street lot or anywhere else.

### Parking Initiatives

Restrictions on overnight parking under Brookline bylaws have remained essentially the same since 1896. According to a review by Arthur Krim for the Brookline Preservation Commission, the current on-street parking regulations, implementing the bylaws, have been in effect since at least the 1930s and possibly for a decade or more before that. Changes in attitudes about automobiles probably inspired the first attempt to loosen Brookline's overnight parking restrictions. Residents of North Brookline neighborhoods, at 37 and 39 Dwight Street, filed Article 38 by petition for the March 27, 1951, Annual Town Meeting. This article sought to authorize and direct the Selectmen to designate streets for "all-night parking" and also to issue "automobile markers" to residents. Petitioners argued that a "charge could be made for the markers and thus produce revenue for the Town."

In their report on the article, after listing names of petitioners—Goldstein, Bromberg, Ruben et al.—the Board of Selectmen—Lurie, Tyler, Dane et al.—issued a classic farrago of legalisms. "The Selectmen," they protested, "do not have the power to reserve specific sections of selected streets for all-night storage of automobiles..." Within the scope of Article 38, a bylaw could have been amended to give them such powers, and under Chapter 40, Section 22, of the General Laws, it could be argued that they already had them. "The public ways," the Selectmen intoned, "are easements for...public travel. The abutters still own the fee in the soil." Overnight parking would constitute "a trespass against the owners." In other communities and in Brookline prior to 1896, one may suppose that it would not. The Selectmen then raised what have become the usual and customary objections that overnight parking "interferes with removal of snow and the cleaning of the streets and hampers police work and fire apparatus," as though daytime parking presented none of these problems and as though no solutions were conceivable. In this manner, the 1951 Annual Town Meeting was duly informed, and it took no action under Article 38.

Claiming that overnight parking "interferes with removal of snow" was misleading. Under Article 20, the March 24, 1942, Annual Town Meeting had enacted a bylaw authorizing towing of "any vehicle interfering" with snow plowing at any time, Section 25 of Bylaws Article XVIII, as allowed under Chapter 346 of the Acts of 1941. Years later, after the great blizzard of February, 1978, the Selectmen appointed a Snow Removal Policy Committee, at whose request a November 14, 1978, Special Town Meeting enacted a bylaw authorizing the chair of the Board of Selectmen to declare a "snow emergency parking ban," Section 27 of Bylaws Article XVIII. Any vehicle parked on-street during a declared snow emergency is subject to immediate fines and towing. A Special Town Meeting of June 13, 1991, added Section 26A to Bylaws Article XVIII, authorizing towing of vehicles abandoned on streets. After the 1998 revision of the Brookline Bylaws, these provisions became Sections 7.8 and 7.9.

As previously mentioned, in 1941 Brookline's zoning was changed to require one parking space per dwelling unit for new buildings with two or more units. In 1961, satisfying the full parking requirement began to be mandatory for building modifications that increase the number of dwelling units. In 1962, the residential parking requirement was changed to 0.8 to 1.0 spaces

per dwelling unit in apartment districts (less in the higher density zones). In 1971, this was increased to 1.0 to 1.3 spaces. In 1987, it was increased to 1.5 to 1.8 spaces, depending on sizes of units as well as the zone. Few buildings from before 1987 have the amounts of parking now considered necessary. Even when they provide enough parking, few buildings from before World War II meet zoning requirements for parking space design. Much of the parking for these buildings is squeezed in without adequate dimensions and setbacks from buildings, but such uses typically predate the requirements.

The Brookline Village Citizens Revitalization Committee filed Article 11 by petition for a December 11, 1979, Special Town Meeting, seeking legislation that would allow Brookline to adopt bylaws for permit parking and for parking meters with more than two hours capacity. The Transportation Board and the Board of Selectmen supported this article, and it was approved by Town Meeting. The Legislature enacted the requested law as Chapter 190 of the Acts of 1980. Under Article 12, a Special Town Meeting held November 5, 1980, enacted new Sections 27 and 28 of Brookline Bylaws Article XVIII, authorizing designation of segments of streets for these purposes in the Transportation Board's Traffic Rules and Regulations. In this instance, the Transportation Board did not try to adopt rules and regulations without enabling legislation and Town bylaws but instead followed the pattern set by Cambridge, whose innovative program had been challenged in a lawsuit and upheld by the Supreme Judicial Court. The Transportation Board adopted regulations allowing residents to request permit parking, and a district was soon designated for a few streets in Brookline Village. Since then, the northern half of Brookline has been divided into four permit districts, and several more streets have been designated for permits. The permits are issued only for daytime parking.

A May 16, 1983, Special Town Meeting considered a resolution under Article 24 asking for overnight permit parking in municipal lots and on the Beacon Street median. Following the Advisory Committee's recommendation, Town Meeting referred the article to the Selectmen for action the next fall. This was the most public of many requests over twenty years for Town-sponsored overnight parking. In October, 1983, the Transportation Board initiated a program to rent about 260 spaces in six lots on Centre (East), Webster (West), Babcock, John, School and Kent Streets for overnight use at monthly fees. This was acknowledged by a resolution voted under Article 11 at a December 13, 1983, Special Town Meeting. Under Article 15 this Town Meeting also considered a proposal to clarify the jurisdictions of bylaws concerning use of the public ways versus Transportation Board rules and regulations but defeated it. As this review documents, Town Meeting has changed Brookline's traffic and parking bylaws both before and after that time, but bylaw changes are actually rare compared with changes in regulations.

In 1984 the Transportation Board and Board of Selectmen negotiated a contract for management of the six municipal lots to be used for overnight parking with Stanhope Garage, Inc., of Boston. Stanhope hired parking lot attendants, collected fees from users and made fixed payments to the Town. The fee for parking from 8 pm to 8 am was set at \$30 per month. Dissatisfaction with this approach began to grow. Daytime parking became less convenient because of substitution of attendants for meters, and Stanhope was found to be renting increasing numbers of overnight spaces on a daily basis (at higher fees) rather than on a monthly basis. The waiting list for monthly spaces was haphazardly maintained; some applicants were served fairly quickly, while others waited more than two years. Some contended that the Town could earn more by managing the lots itself. Article 43 for the May 26, 1987, Annual Town Meeting, filed by petition, called for overnight parking in all municipal lots, to be managed directly by the Town. Articles 41 and 42 for that Town Meeting, also filed by petition, again proposed overnight parking on the Beacon Street median and called for price controls on private parking lots. Before the May, 1987, Town Meeting began, the Board of Selectmen appointed a Committee on Overnight Parking of nine Brookline residents; and the Town Meeting referred all three of the articles to that committee.

The Committee on Overnight Parking delivered its final report to the Board of Selectmen in July, 1988. It recommended that the Transportation Department verify waiting lists and allocation of overnight spaces between monthly and daily renters. It also recommended that the Transportation Board review the Stanhope contract and increase the number of overnight spaces allocated in municipal lots for monthly rental. Other recommendations addressed public information, controls requiring legislation, parking requirements of zoning, licensing of private parking, signage, guest parking and administration. Seven Committee members recommended using the Fuller Street lot for overnight parking. The others objected because of concerns about early morning deliveries to adjacent businesses and late evening use by members of the adjacent synagogue. Four members recommended opening the Beacon Street median to overnight permit parking. The others recited the usual and customary objections to overnight on-street parking, adding concerns about pedestrian safety, costs of administration, consequences from poor enforcement of parking hours, and "the character of Beacon Street." In December, 1989, the Transportation Board discontinued the contract management of municipal lots, and the Transportation Department began to manage the lots, as it does today. The Fuller Street lot has never been opened to overnight parking. In the spring of 2000, responding to the closing of a large private lot on Marion Street for development and the impending construction of a hotel on the Webster Street lot, the Transportation Board began to consider allocating some Beacon Street median spaces for overnight parking, at least temporarily.

The fee for overnight spaces in municipal lots is currently \$80 per month. Spaces in the Kent and Station Street lot are rented as 24-hour reserved parking for \$120 per month. Currently 202 spaces in municipal lots are allocated for overnight parking rented monthly, 45 spaces are allocated for reserved 24-hour parking, and 57 spaces are made available on a daily basis for overnight guest parking. In fiscal 1999, with parking fees set at \$60 and \$100 per month, about \$160,000 was collected. If all available spaces in municipal lots other than Town Hall plus all those in the Beacon Street median were made available for overnight parking at \$80 per month, potential Town revenue from overnight parking fees would be about \$850,000 per year, in addition to meter revenue, extra revenue from 24-hour rentals, and potential daily parking fees at scattered locations. There are also 398 identified spaces at municipal facilities, including Town Hall, public schools and parks. If rented at \$80 per month, the additional potential revenue would be about \$380,000 per year. Estimated revenues of about \$205,000 per year at current rates are less than a quarter of the Town's potential revenue from overnight parking in currently available locations.

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